BookletChart™

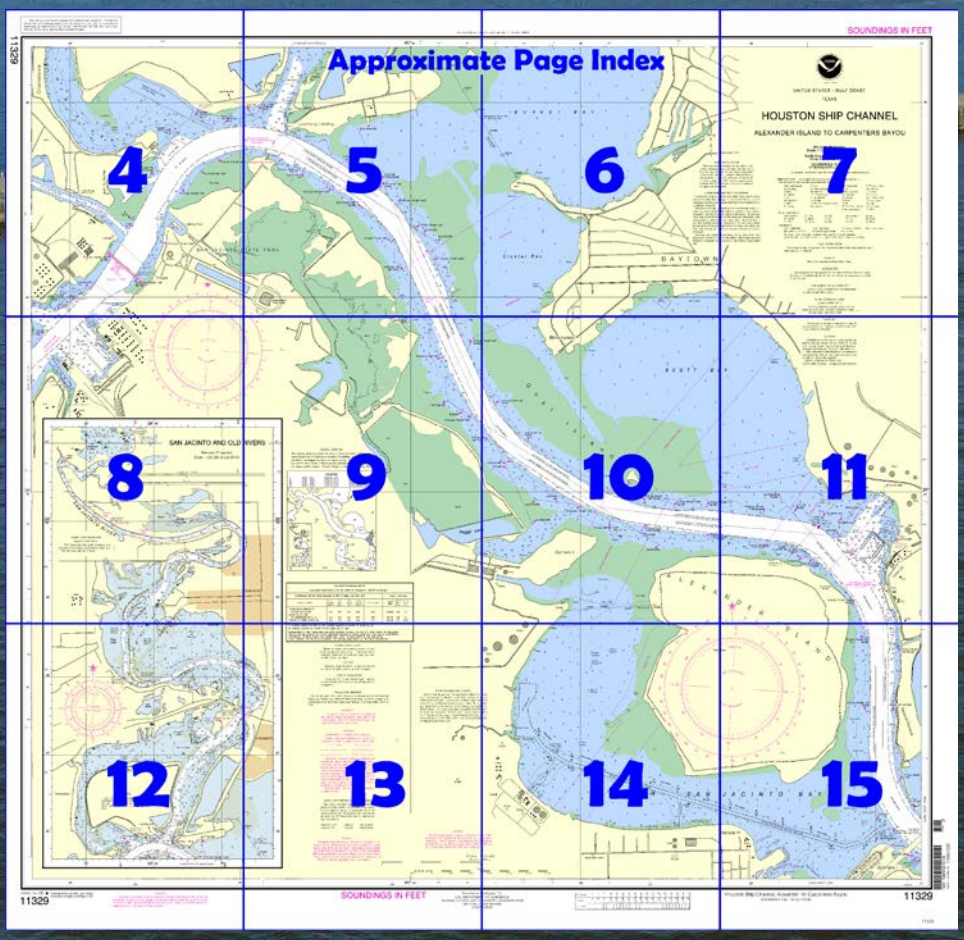
Houston Ship Channel – Alexander Island to Carpenters Bayou

NOAA Chart 11329

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

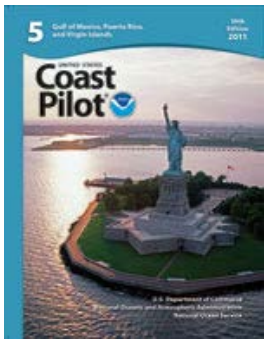
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11329

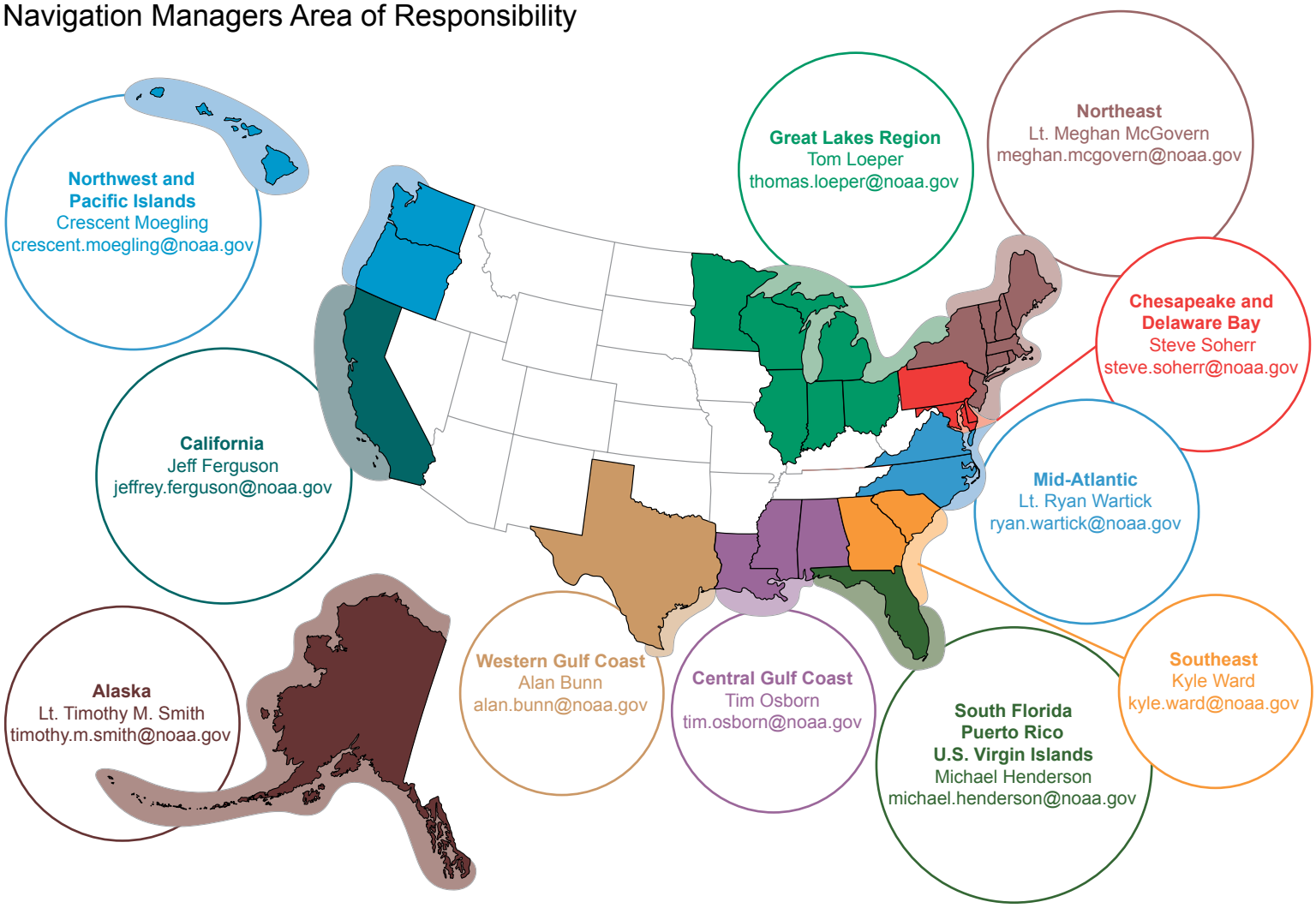


[Selected Excerpts from Coast Pilot]
Galveston Bay is a large irregularly shaped shallow body of water on the coast of Texas, about 285 miles W from Southwest Pass and 690 miles NW from Dry Tortugas. The bay is about 30 miles long in a general NNE and SSW direction, about 17 miles wide at its widest part, and has general depths of 7 to 9 feet.
A channel from Houston Ship Channel follows the W end of **Hog Island** and Tabbs Bay to **Baytown** on the N shore. **Goose Creek** is navigable for craft drawing up to 5 feet to a highway bridge 2.8 miles above the entrance. The channel, unmarked and ill-defined, runs close aboard the N shore of the island N of the W end of Hog Island and leads to Goose Creek. Private poles and markers may at times mark the preferred route. Goose Creek contains numerous oil wells, pipelines, pilings, and other hazards; local knowledge is advised. The creek is used by oil well supply and commercial fishing vessels.
The highway bridge 2.8 miles above the entrance has a 48-foot fixed span with a clearance of 9 feet. Two highway and two railroad bridges between the entrance and this bridge have fixed spans with a minimum width of 32 feet and minimum clearance of 14 feet. Overhead power cables crossing the creek between the mouth and the highway bridge 2.8 miles above the entrance have a least clearance of 36 feet.
Baytown, 4 miles above Morgans Point on the NE side of the channel, is the site of the Exxon Company, U.S.A., refining facilities.
About 1.5 miles above the Baytown facilities, a privately maintained channel leads in a SW direction from the main ship channel along the NW end of **Alexander Island** to the piers of a powerplant at the head of the basin. In August 1982, the reported controlling depth in the channel was 11 feet.
San Jacinto River branches N from the ship channel at **Lynchburg,** 8 miles above Morgans Point. It has a navigable depth of about 12 feet for about 5 miles, thence 5 to 6 feet to the Interstate Route 10 bridge on the Beaumont-Houston highway about 13.8 miles above the mouth. The bridge has a fixed span with a clearance of 24 feet. The overhead power cable near the river entrance at Lynchburg has a clearance of 85 feet. Twin fixed highway bridges 1.8 miles above the mouth have clearances of 22 feet. The Missouri-Pacific Railroad bridge, 4.2 miles above the mouth has a fixed span with clearance of 22 feet. **Highlands** and **Sheldon** are villages 5.5 and 13 miles, respectively, above Lynchburg.
Old River, 8.4 miles above Morgans Point, leads NW from the ship channel. The channel in Old River is marked by private aids for 0.6 mile and has a navigable depth of about 7 feet.
unloader with a capacity of 850 tons per hour.
Port of Houston lies within Harris County and is one of the largest ports in the United States in total tonnage handled. The port extends along Houston Ship Channel from the turning basin at the head of the channel to Morgans Point and takes in Harrisburg, Manchester, Clinton Park, Galena Park, Pasadena, Lynchburg, and Baytown. The port also includes Buffalo Bayou, Sims Bayou, Hunting Bayou, Greens Bayou, Boggy Bayou, Goose Creek, Cedar Bayou, Barbours Cut, and the new industrial development and port facilities at Bayport on Galveston Bay.
Houston Ship Channel extends from Galveston Harbor across Galveston Bay and through parts of San Jacinto River and Buffalo Bayou to the city of Houston, a distance of 44 miles. The entrance to the channel is at the NW end of Bolivar Roads, between Port Bolivar and Texas City channels. The entrance is marked by a **318°** lighted range and by a lighted bell buoy on the NE side of the channel. The channel through the bay is marked by lights, lighted ranges, buoys, daybeacons, and a leading light at Baytown Bend.
The Coast Guard advises vessels exercise particular caution where the channel intersects the Intracoastal Waterway, about 6.6 miles above the entrance jetties and just below Lighted Buoys 25 and 26. Situations resulting in collisions, groundings, and close quarters passing have been reported by both shallow and deep-draft vessels. The Coast Guard has requested vessels make a **SECURITE** call on VHF-FM channel 13 prior to crossing the Intracoastal Waterway, particularly during periods of restricted visibility.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC New Orleans	Commander 8th CG District New Orleans, LA	(504) 589-6225

Navigation Managers Area of Responsibility

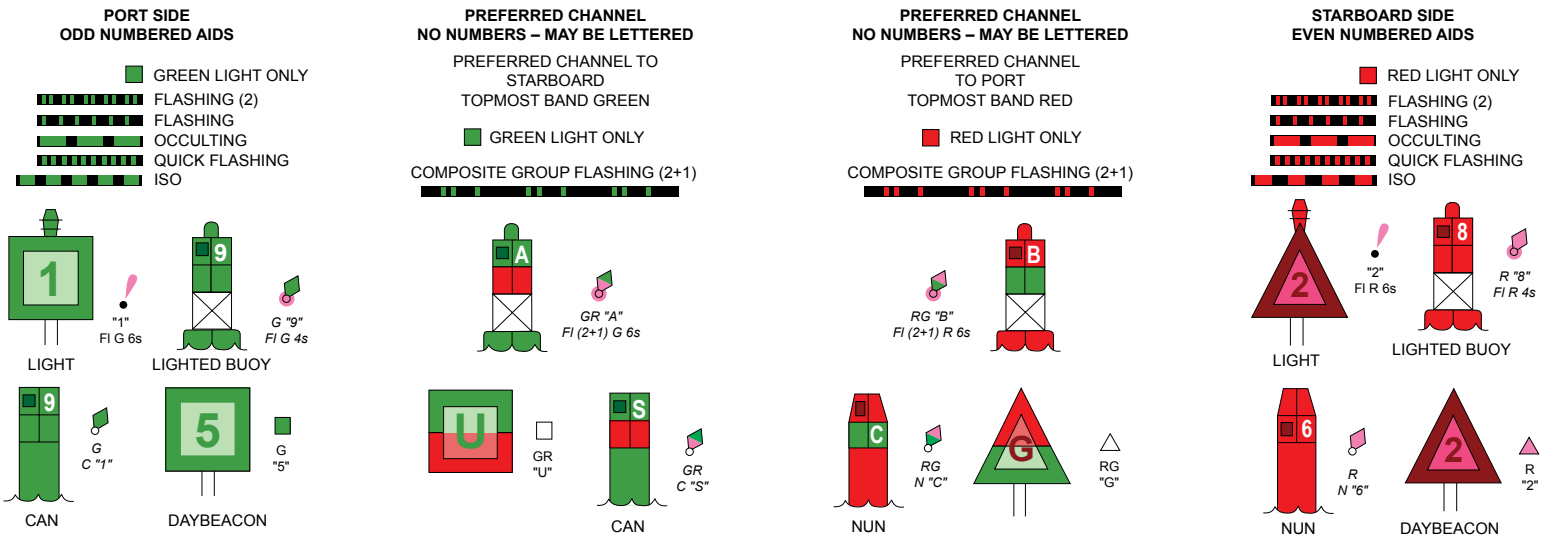


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

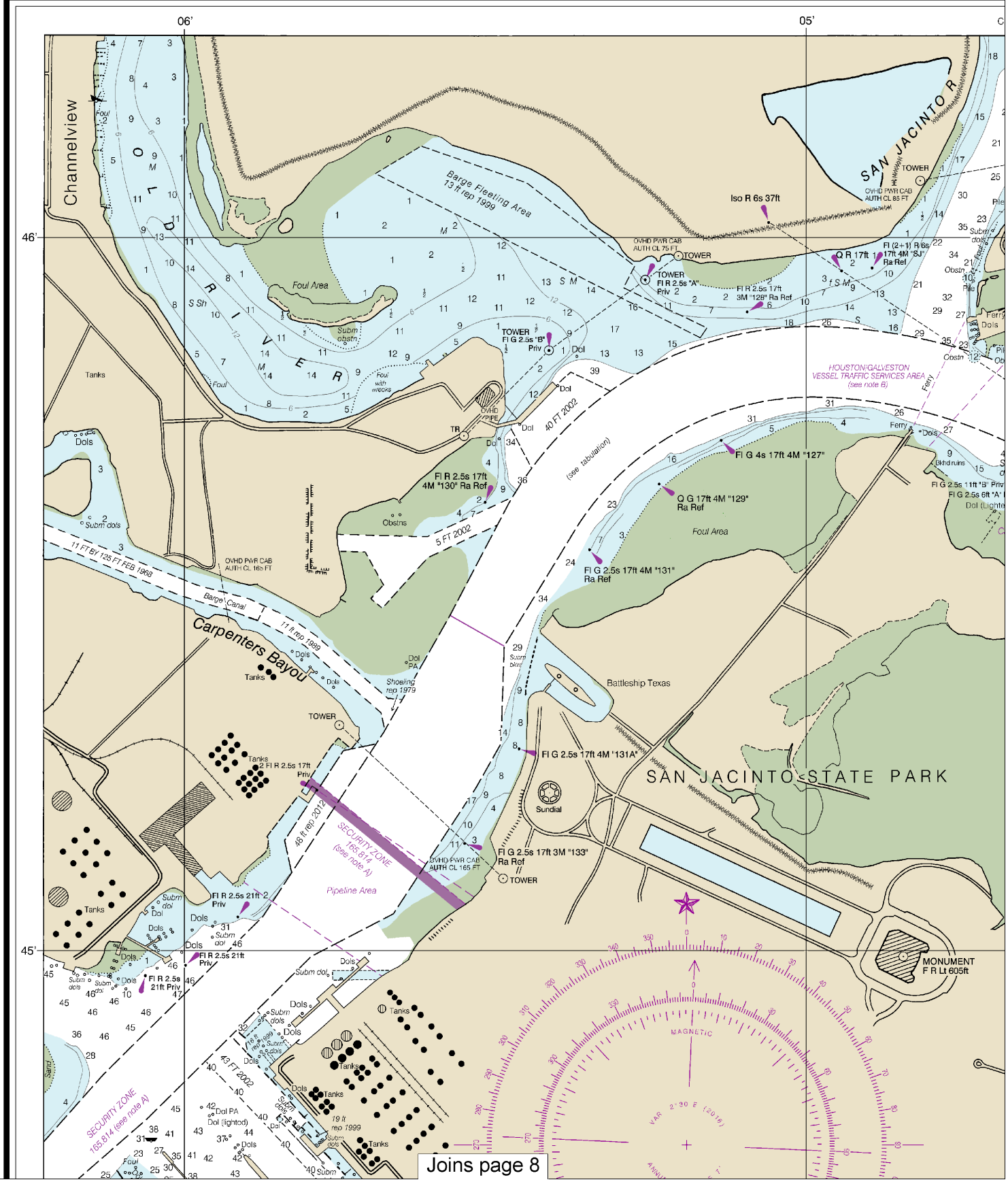
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.



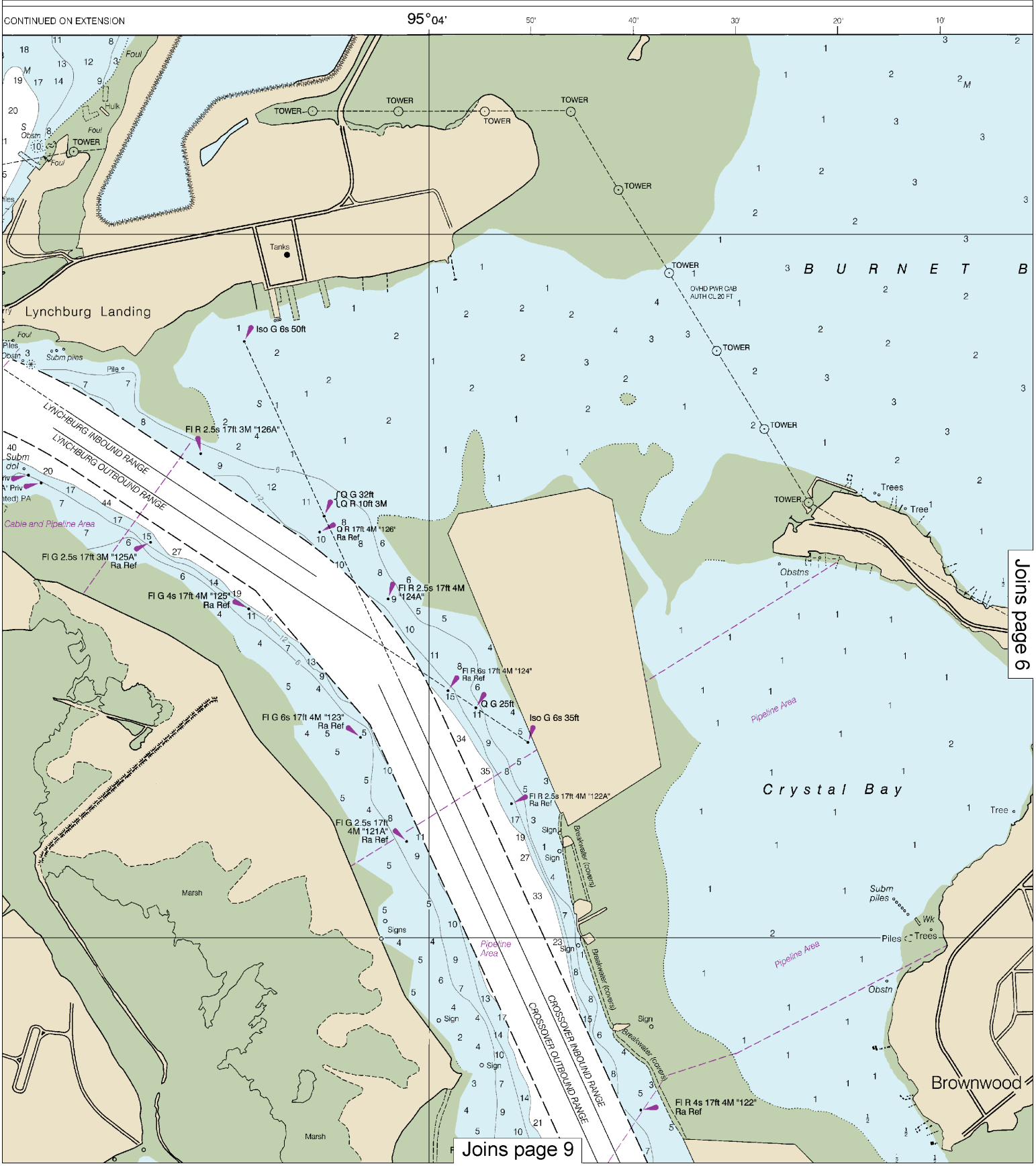
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles
0

Yards
200 0 200 400 600 800 1000 1200

1st Combined Ed., Mar 1952 C-1933-388 KAPP 83



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:13333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

1st Combined Ed., Mar 1952 C-1933-388 KAPP 83

6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~

Nautical Miles

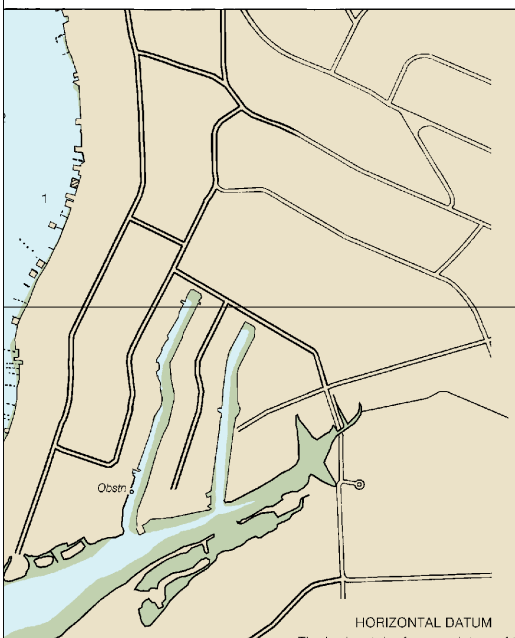
0

Yards

200 0 200 400 600 800 1000 1200

See Note on page 5.

02' 01'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

TEXAS - GULF COAST

HOUSTON SHIP CHANNEL

ALEXANDER ISLAND TO CARPENTERS BAYOU

Mercator Projection
Scale 1:10,000 at Lat. 29°43'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.082" northward and 0.757" westward to agree with this chart.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

TIDAL INFORMATION

There is practically no periodic tide. The rise and fall of the water depends upon meteorological conditions.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

CAUTION

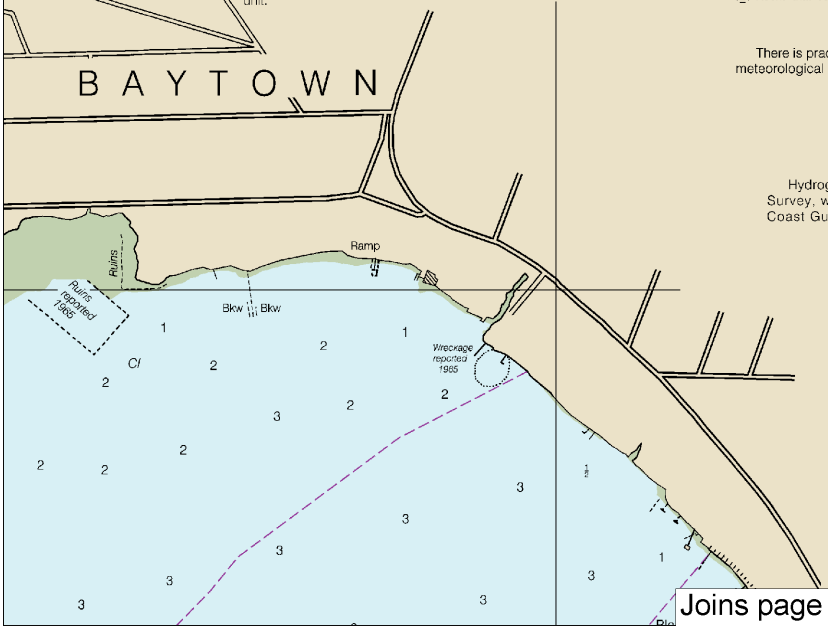
Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
ccurate location) o(Approximate location)

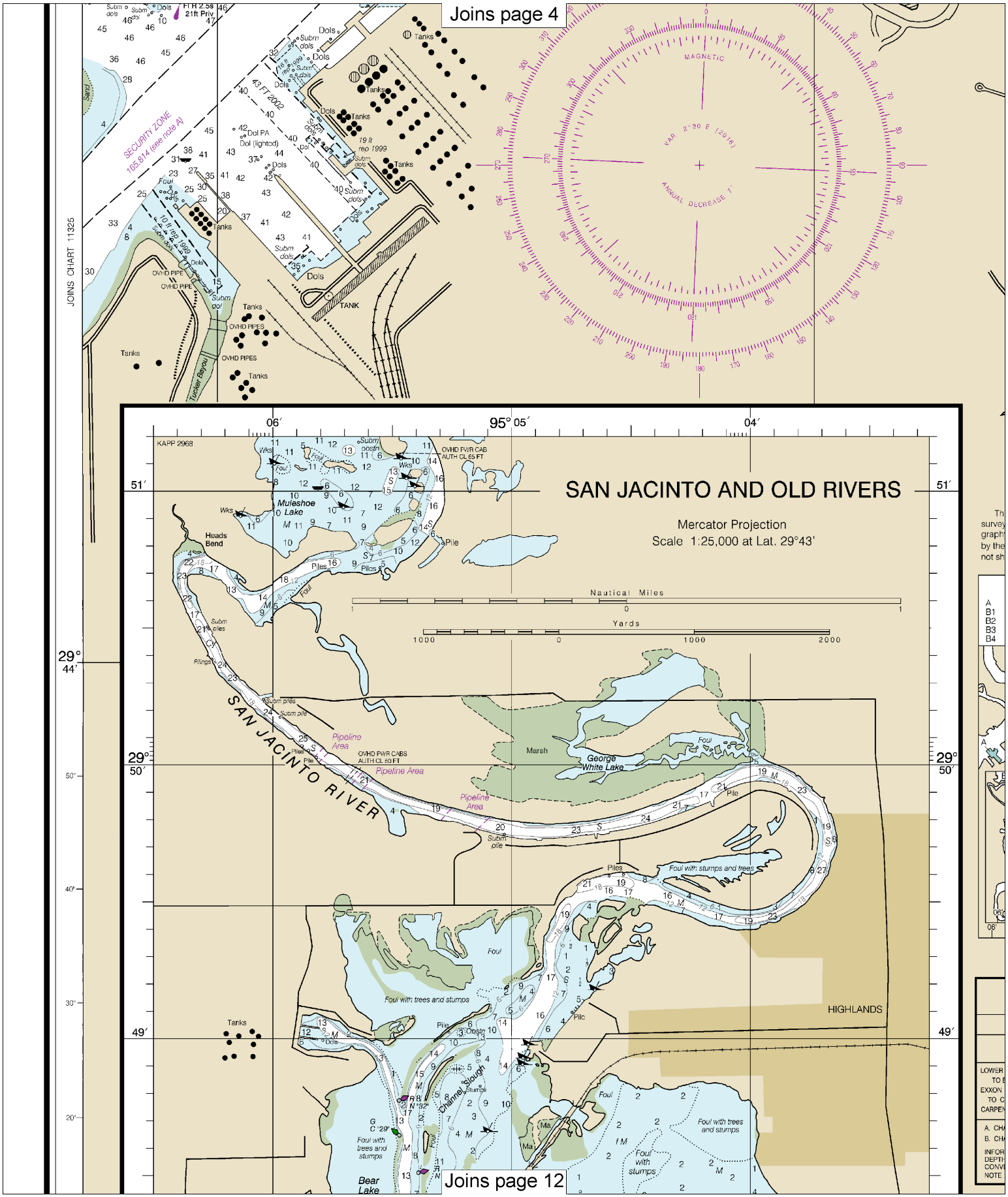


46'

45'

50'

Joins page 11



8

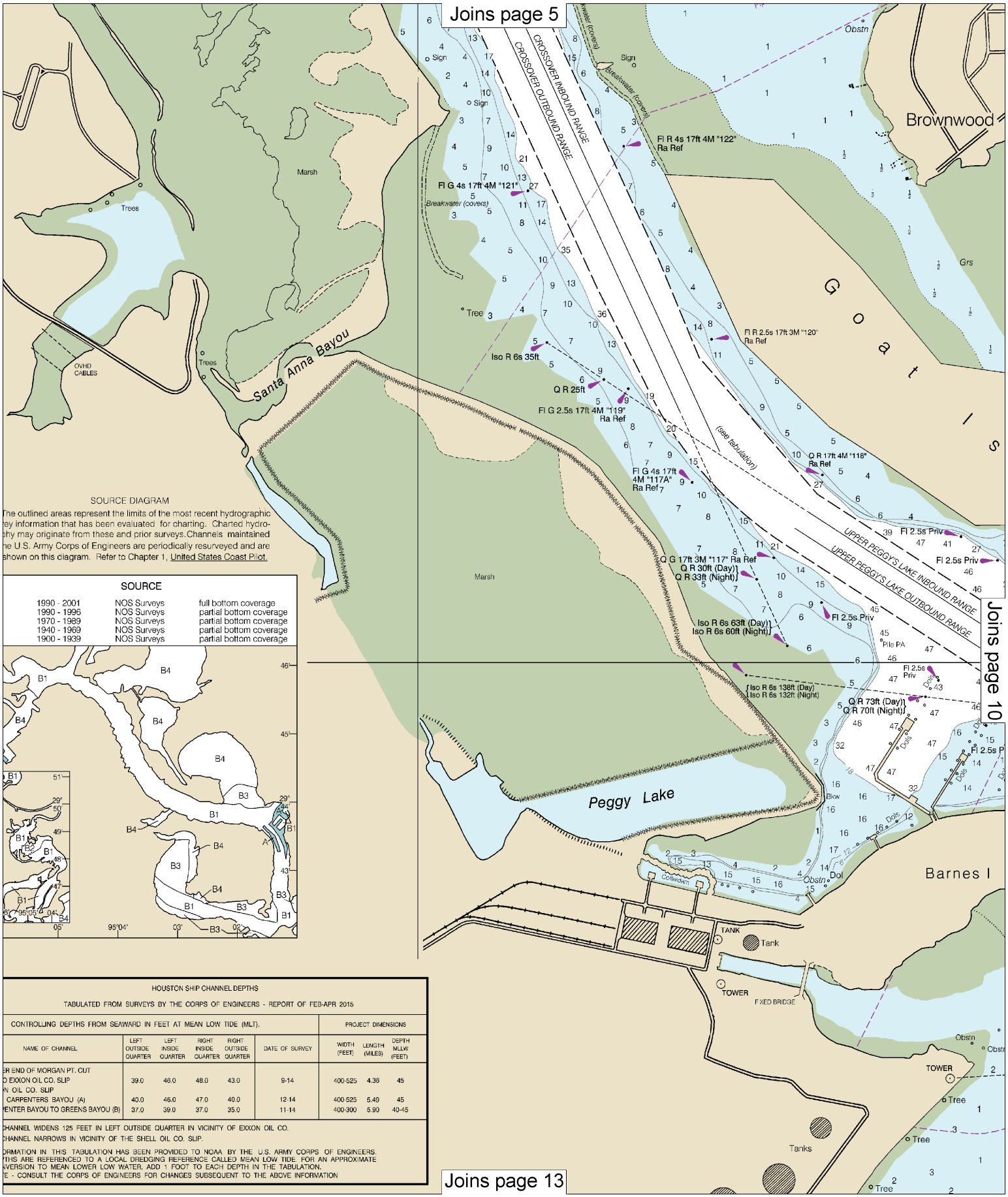
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~

Nautical Miles
0
Yards
200 0 200 400 600 800 1000 1200

See Note on page 5.

Joins page 5



SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic ey information that has been evaluated for charting. Charted hydro- phy may originate from these and prior surveys. Channels maintained he U.S. Army Corps of Engineers are periodically resurveyed and are shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE		
1990 - 2001	NOS Surveys	full bottom coverage
1990 - 1996	NOS Surveys	partial bottom coverage
1970 - 1989	NOS Surveys	partial bottom coverage
1940 - 1969	NOS Surveys	partial bottom coverage
1900 - 1939	NOS Surveys	partial bottom coverage

HOUSTON SHIP CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF FEB-APR 2015

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT). LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
ER END OF MORGAN PT. CUT								
O EXXON OIL CO. SLIP	39.0	46.0	48.0	43.0	9-14	400-525	4.36	45
N OIL CO. SLIP								
CARPENTERS BAYOU (A)	40.0	46.0	47.0	40.0	12-14	400-525	5.49	45
ENTER BAYOU TO GREENS BAYOU (B)	37.0	39.0	37.0	35.0	11-14	400-300	5.90	40-45

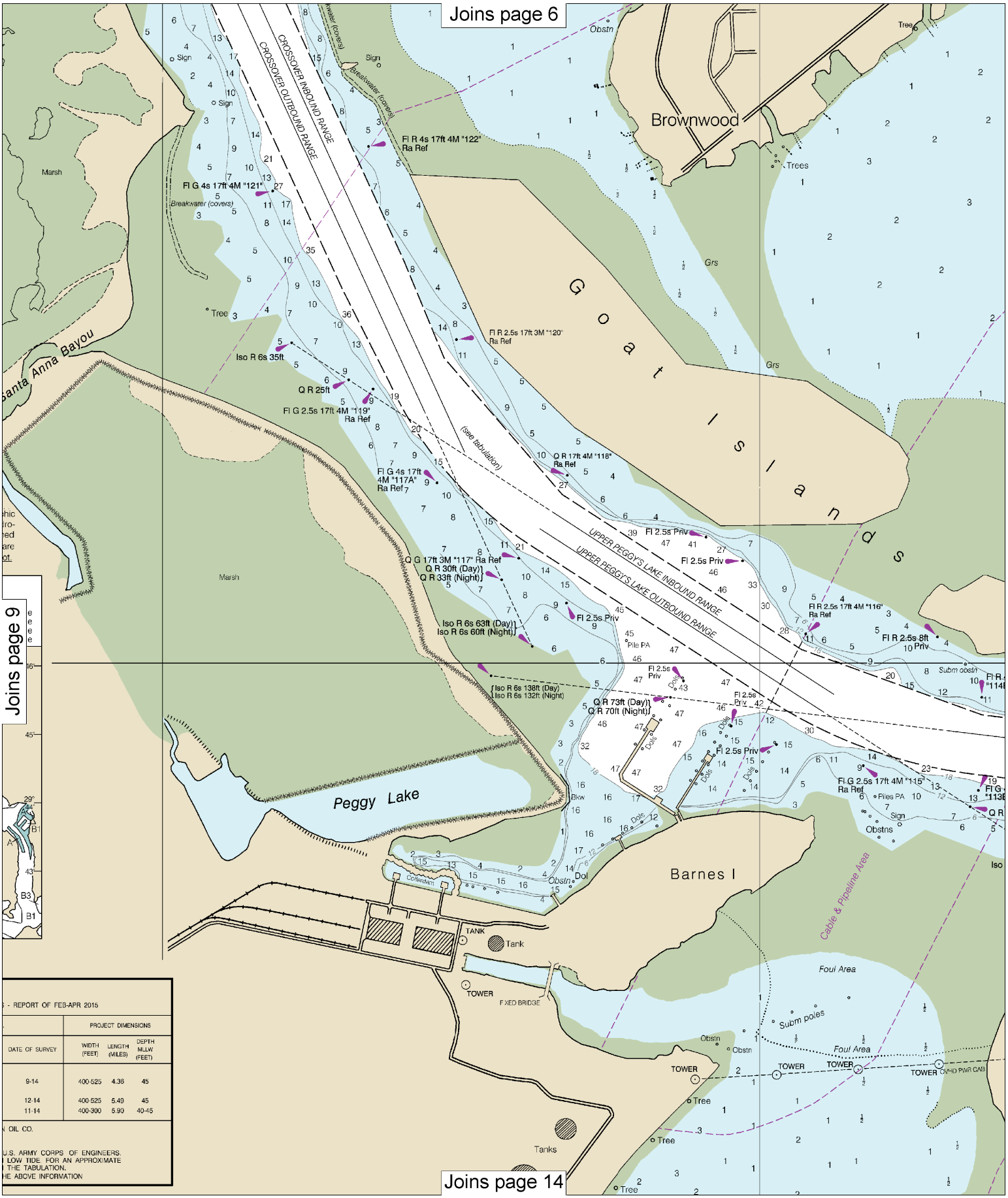
CHANNEL WIDENS 125 FEET IN LEFT OUTSIDE QUARTER IN VICINITY OF EXXON OIL CO.

CHANNEL NARROWS IN VICINITY OF THE SHELL OIL CO. SLIP.

ORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS. THIS ARE REFERENCED TO A LOCAL DREDGING REFERENCE CALLED MEAN LOW TIDE. FOR AN APPROXIMATE VERSION TO MEAN LOWER LOW WATER, ADD 1 FOOT TO EACH DEPTH IN THE TABULATION.
E - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Joins page 10

Joins page 13



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~

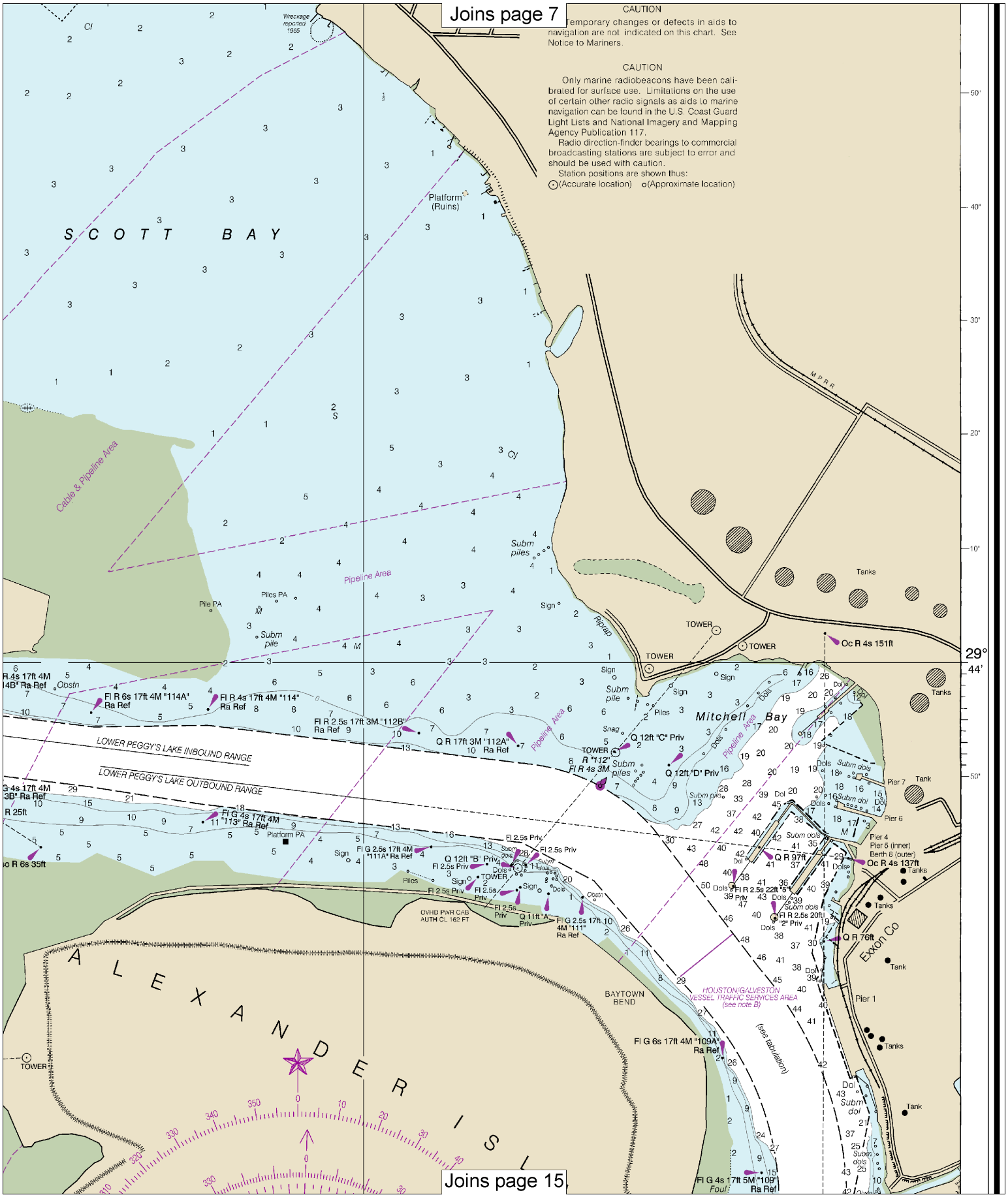
Nautical Miles

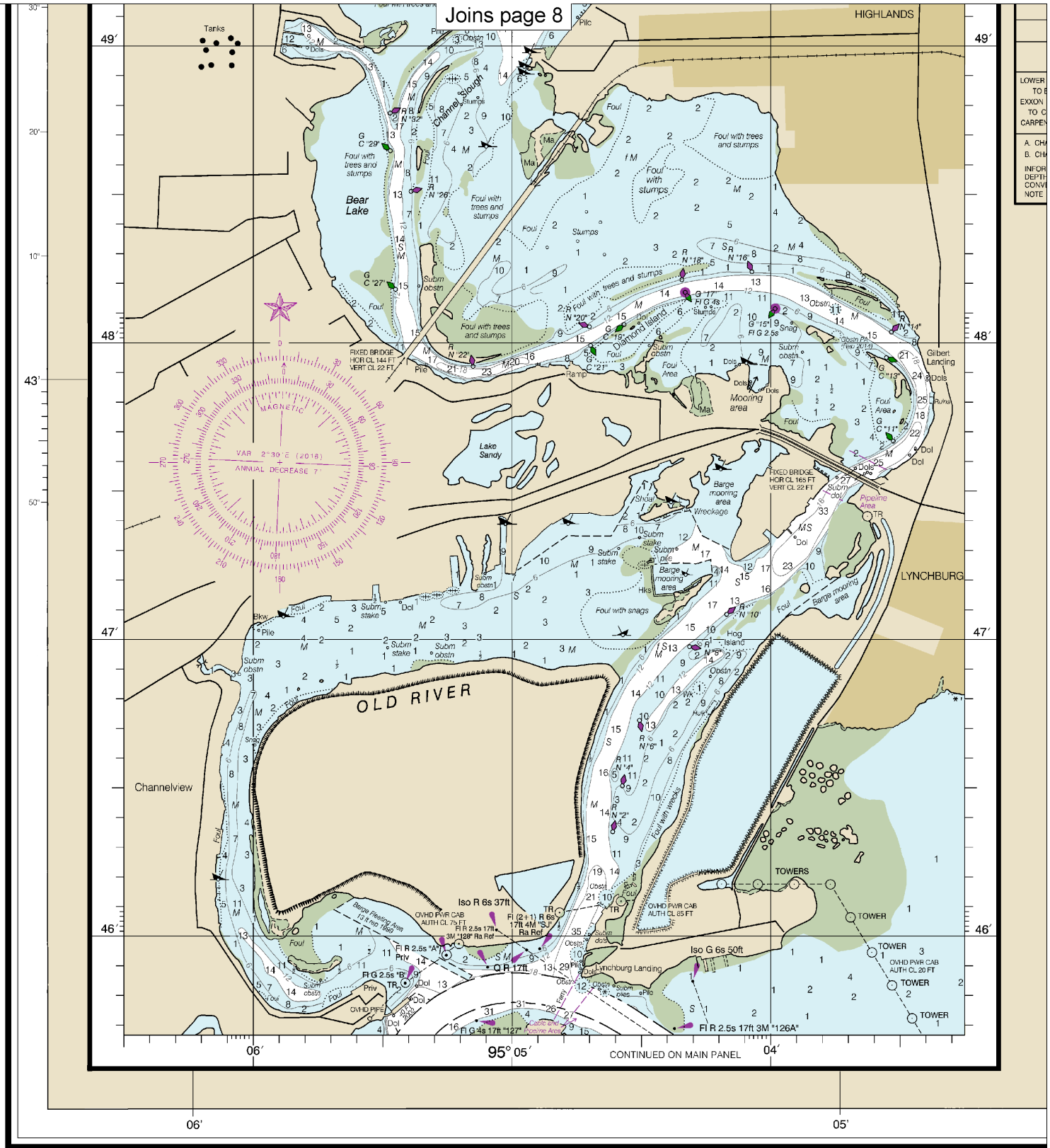
0

Yards

200 0 200 400 600 800 1000 1200

See Note on page 5.


Joins page 7
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.
CAUTION
Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)
SCOTT BAY
Platform (Ruins)
Wreckage reported 1965
Cable & Pipeline Area
Pipeline Area
Subm piles
Pile PA
Piles PA
Riprap
TOWER
Oc R 4s 151ft
Tanks
Mitchell Bay
LOWER PEGGY'S LAKE INBOUND RANGE
LOWER PEGGY'S LAKE OUTBOUND RANGE
Fl R 6s 17ft 4M "114A" Ra Ref
Fl R 4s 17ft 4M "114" Ra Ref
Fl R 2.5s 17ft 3M "112B" Ra Ref
Q R 17ft 3M "112A" Ra Ref
Q 12ft "C" Priv
Fl R 4s 3M "112"
Q 12ft "D" Priv
Fl G 4s 17ft 4M "113" Ra Ref
Fl G 2.5s 17ft 4M "111A" Ra Ref
Q 12ft "B" Priv
Fl 2.5s Priv
Q 11ft "A" Priv
Fl G 2.5s 17ft 4M "111" Ra Ref
Q R 97ft
Fl R 2.5s 22ft "5"
Fl R 2.5s 20ft "2" Priv
Q R 76ft
Exxon Co
Pier 7
Pier 6
Pier 4
Pier 5 (Inner)
Berth 8 (outer)
Oc R 4s 137ft
Pier 1
Tank
OVHD PWR CAB AUTH CL 162 FT
ALEXANDER ISL
BAYTOWN BEND
HOUSTON/GALVESTON VESSEL TRAFFIC SERVICES AREA (see note B)
(see tabulation)
Fl G 6s 17ft 4M "109A" Ra Ref
Fl G 4s 17ft 5M "109" Ra Ref
Foul
29° 44'
50'
40'
30'
20'
10'
Joins page 15



40th Ed., Oct. 2016
11329

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the Galveston Bay Power Squadron, District 21, United States Power Squadrons, for continually providing essential information for revising this chart.

Last Correction: 11/30/2016. Cleared through:
LNM: 4716 (11/22/2016), NM: 4416 (10/29/2016)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~

Nautical Miles
0
Yards
200 0 200 400 600 800 1000 1200

See Note on page 5.

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF FEB-APR 2015

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT). LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
ER END OF MORGAN PT. CUT								
O EXXON OIL CO. SLIP	39.0	46.0	48.0	43.0	9-14	400-525	4.36	45
N OIL CO. SLIP								
CARPENTERS BAYOU (A)	40.0	46.0	47.0	40.0	12-14	400-525	5.49	45
ENTER BAYOU TO GREENS BAYOU (B)	37.0	39.0	37.0	35.0	11-14	400-300	5.99	40-45

CHANNEL WIDENS 125 FEET IN LEFT OUTSIDE QUARTER IN VICINITY OF EXXON OIL CO.
CHANNEL NARROWS IN VICINITY OF THE SHELL OIL CO. SLIP.

ORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS.
THIS ARE REFERENCED TO A LOCAL DREDGING REFERENCE CALLED MEAN LOW TIDE. FOR AN APPROXIMATE
VERSION TO MEAN LOWER LOW WATER, ADD 1 FOOT TO EACH DEPTH IN THE TABULATION.
E - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Galveston, TX	KHB-40	162.55 MHz
Houston, TX	KGG-68	162.40 MHz

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Galveston, TX. Refer to charted regulation section numbers.

Joins page 9

NOTE B

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in Houston and Galveston waterways. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate advance vessel traffic management within the VTS area.

SCALE 1:10,000

Nautical Miles

½ 0

Yards

200 0 200 400 600 800 1000 1200

95° 04' 50" 40" 30" 20" 10"

Joins page 14

SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

- REPORT OF FEB-APR 2015

	PROJECT DIMENSIONS		
DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
9-14	400-525	4.38	45
12-14	400-525	5.49	45
11-14	400-300	5.90	40-45

N OIL CO.

U.S. ARMY CORPS OF ENGINEERS.
LOW TIDE FOR AN APPROXIMATE
THE TABULATION.
HE ABOVE INFORMATION

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or to the nearest U.S.
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Light List

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Galveston, TX.
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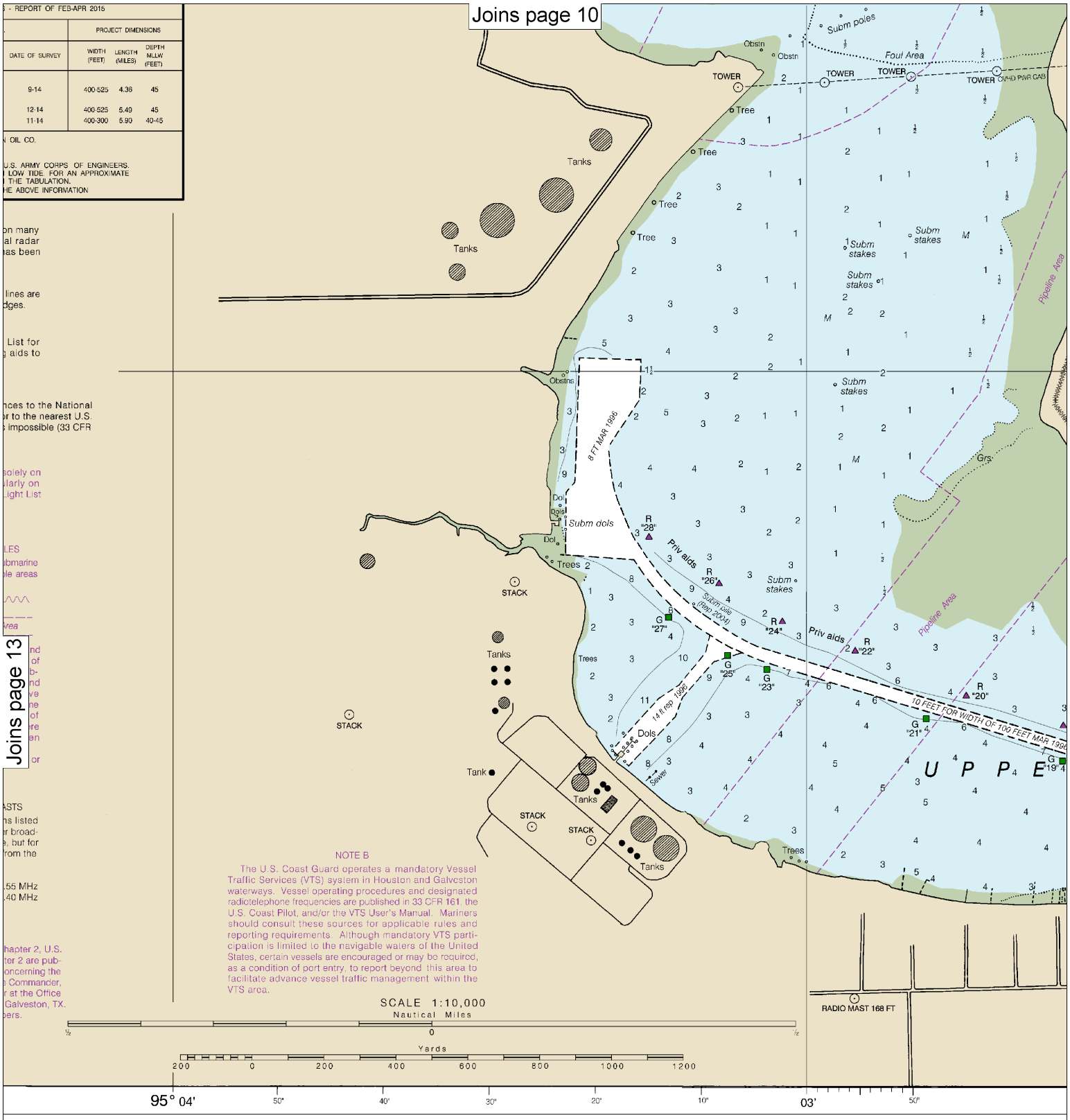
Joins page 13

Joins page 10



DINGS IN FEET

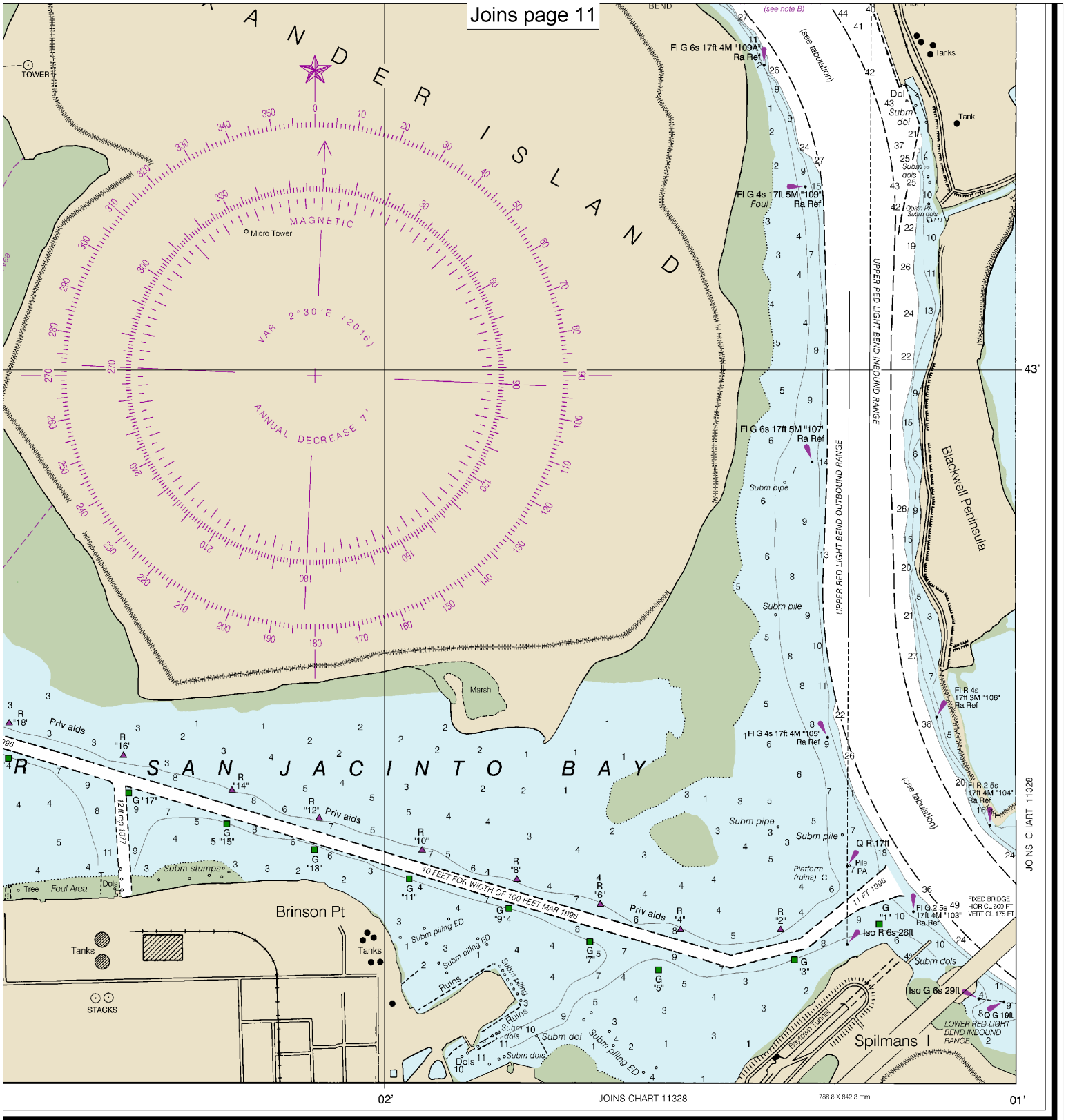
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6					
FEET	6	12	18	24	30	36					
METERS	1	2	3	4	5	6	7	8	9	10	11

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~
Nautical Miles
0
Yards
200 0 200 400 600 800 1000 1200

See Note on page 5.



Houston Ship Channel, Alexander I to Carpenters Bayou

SOUNDINGS IN FEET - SCALE 1:10,000

11329

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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